$4.95

AIR-SCAN

1979

DIRECTORY OF AERO BAND (108 TO 136 MHZ) SCANNER FREQUENCIES

BY TOM KNEITEL K2AES

CRB Research

AIR-SCAN

PRESS TIME ADDITION NOTES
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At the present time just about all of the UNICOM's at airports with control towers are in the process of switching frequencies from 123.Ø to 122.95 which has been made available for their use. This is a continuing and on-going process and affects those UNICOM's listed in AIR-SCAN as operating on 123.Ø. If you listen for a particular UNICOM shown as operating on 123.Ø and do not hear it, then listen for the station on 122.95. The next edition of this publication will probably show this changeover process as fully completed, as indicated by invividual airport listings. Until that time, please take note that all UNICOM's on 123.Ø at airports with control towers are subject to changeover to 122.95 at any time in the near future; many changeover weekly. The freq. 123.Ø will henceforth be added to 122.7 and 122.8 for UNICOM use at uncontrolled airports.

Helicopters are presently finding wide and varied uses in such diverse applications as law enforcement (surveillance, seeking out traffic problems such as speeders, tieups, and accidents), for filming movies and TV programs and newsfilm, for conservation, agricultural uses, radio station "traffic watchers," search/rescue and disaster relief/evacuation, EMS, oil/gas exploration, surveys, short-hop transportation, ferrying personnel/supplies to off-shore oil drilling rigs, treasure hunting, and many more similar functions. Because of the increasing use of helicopters, the FCC will allocate frequency 123.Ø25 for the exclusive use of helicopters communicating between one another (air-to-air).

Heliports of the U.S. Dept. of Agriculture's Forestry Service use 119.975 for their operations. Other emergency aero emergency frequencies used by the Forestry Service (helicopters used for firefighting, tankers, etc., also other types of aircraft) have been monitored on 122.85, 122.9, 122.925. The U.S. Dept. of The Interior (Bureau of Mines) uses helicopters for search/rescue operations. These air/ground communications take place on 122.9 MHz; ground station locations as appropriate (units are portable).

Aircraft (including helicopters) of the U.S. Dept. of The Interior (Geological Survey) operate 117.975, 121.9625 and 123.0875. The last 2 frequencies listed will not program into keyboard programmable scanners and be received only on tunable receivers or scanners which accept plug-in crystals. The Geological Survey's facility in Tampa Bay (Fla.) operates on 122.9; the facility in Tacoma (Wash.) operates 122.8 and 122.9 MHz.

Frequency 123.1 is primarily set aside for search/rescue operations. Secondarily it is also available (on the basis of non-interference to S/R operations) for control purposes at special air shows. Communications between hot air balloons, soaring craft and their respective towing craft, along with ground stations associated with these operations have been monitored on 123.3 and 123.5 MHz.

AIRPORT SECTION ADDITIONS
(DOES NOT INCLUDE UNICOM CHANGES FROM 123.Ø TO 122.95, SEE NOTES FOR DETAILS).

AL BROWNS	UN122.8
AZ MARANA	UN122.8
AR FAYETTEVILLE	AD126.1
CA LOMPOC	UN122.7
CA RIO LINDA	UN123.Ø
CA SAN JOSE	M121.6
CA SANTA CRUZ	UN122.8
CA TULARE	UN122.8
CA UKIAH	UN123.Ø
CT NEW HAVEN	M123.5
CT SIMSBURY	M123.5
CT WATERBURY	UN122.75
CT WESTFIELD	M123.5
CT WINDSOR LKS	D125.35
	D125.65
FL DANIA	M121.65
	M121.75
FL HOMESTEAD	A123.8
FL PENSACOLA	A126.86
(REGN'L)	A127.35
GA ATLANTA	A121.Ø
IL CHICAGO O'HARE	A126.8
IL JOLIET	UN122.7
IL KANKAKEE	UN123.Ø
IL ROCK FALLS	M128.9
IN INDIANAPOLIS	S125.35
KY CYNTHIANA	UN122.8
MD FRONT ROYAL	UN122.7
MD INDIAN HEAD	UN122.7
MD MITCHELLVLLE	UN122.7

MD PINEY POINT	UN122.725
MD WHITE MARSH	UN123.Ø
MA BOSTON	G121.9
	AD119.65
MA LAWRENCE	M123.3
MN CRANE LAKE	UN122.8
MS JACKSON	AD12Ø.Ø
(HAWKINS)	AD123.9
	G121.9
	T118.7
	UN122.95
NJ TETERBORO	D119.2
NY BROOKHAVEN	M123.5
NY CALVERTON	T123.25
NY FLUSHING	UN122.8
NY GREENLAWN	M123.25
NY HAMILTON	UN122.85
NY ISLIP	M123.5
NY NY (LAGUARDIA)	A118.Ø
	D12Ø.4
	D124.45
NY NY (J F K)	A127.4
NY NORWICH	UN122.8
	UN122.975
NY SANDS POINT	M131.95
ND NEWTON	UN122.8
OH ALBANY	UN122.7
OR BEND	UN123.Ø
PA PHILA INT'L	A126.9
SC CHARLESTON	A118.3
VA EMPORIA	UN123.Ø
VA MANASSAS	UN122.7
WA BELLINGHAM	UN123.Ø
WA RICHLAND	UN122.7
WI STEVENS PT	UN122.7

ENROUTE SECTION ADDITIONS

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CA ARCATA	131.55
CA BURBANK	131.9
CA LOS ANGELES	131.425
CA OAKLAND	13Ø.1 131.9
CA SAN JOSE	129.2 129.225
	129.325
CA SANTA ROSA	129.25
CO ALAMOSA	131.55
CO DENVER	129.55
FL DAYTONA BCH	128.85 131.85
FL FT LAUDERD	129.75
FL FT MYERS	13Ø.Ø
FL JACKSONVILLE	131.55
FL MIAMI	129.95 13Ø.3
	131.425
FL ORLANDO	128.95 131.925
FL SARASOTA	13Ø.Ø
GA ATLANTA	131.7Ø
ID IDAHO FLS	131.55
IL BAINBRIDGE	131.55
IL CHICAGO	129.4 13Ø.2
	13Ø.25 13Ø.4
	13Ø.75 131.Ø
IL ROCKLAND	131.625
IN SO BEND	131.15
IA DUBUQUE	129.9
LA NEW ORLEANS	129.55
LA PATTERSON	13Ø.1
MA HYANNIS	13Ø.85
MI DETROIT	131.425 131.6
MS JACKSON	129.55
MO JEFF CITY	129.95
MO ST LOUIS	131.925
MT GRT FALLS	131.55
NE MC COOK	131.55
NJ ATLANTIC CY	13Ø.3
NM SILVER CITY	129.3
NY NEW YORK	128.85 128.925
	129.Ø25 129.2
	129.225 129.5
	13Ø.65 13Ø.7
	13Ø.85 13Ø.975
	131.125 131.425
NY ROCHESTER	131.925
NY UTICA	131.625
ND BISMARCK	131.2
ND BOWMAN	131.2
ND DICKINSON	131.2 131.55
ND FARGO	131.2
ND MINOT	131.2
ND WILLISTON	131.2
OH BRYAN	131.85
OH COLUMBUS	129.95
OH HOLLAND	131.625
OR BEND	132.Ø
PA HARRISBURG	131.925
PA MIDDLETOWN	128.9 131.5
PA PITTSBURGH	129.65
RI LINCOLN	13Ø.15
RI PROVIDENCE	131.925
SC FLORENCE	13Ø.3
SD PIERRE	131.55
SD RAPID CITY	131.2
TN CHATTANOOGA	131.7
TN MEMPHIS	129.5 13Ø.95
TX DEL RIO	131.55
TX HOUSTON	128.85
TX PT ARTHUR	131.775
UT SALT LK CITY	129.3
WI APPLETON	132.Ø
WY ROCK SPRGS	129.3 131.55
WY SHERIDAN	131.55

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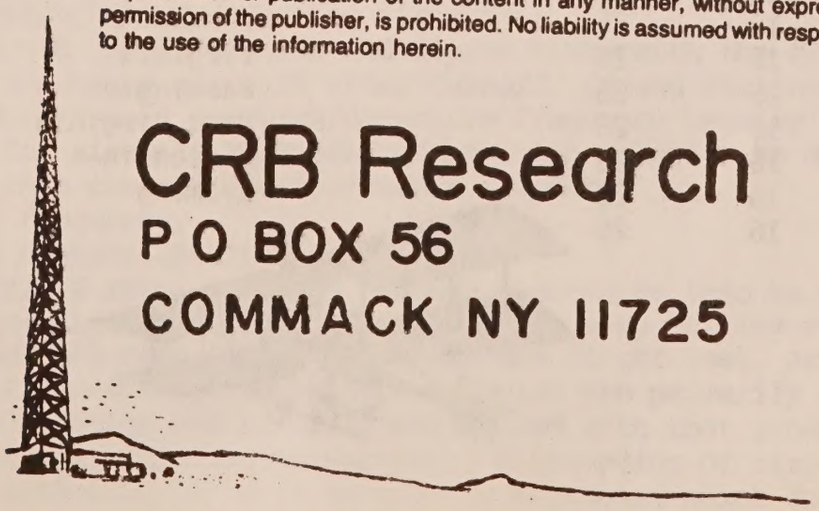

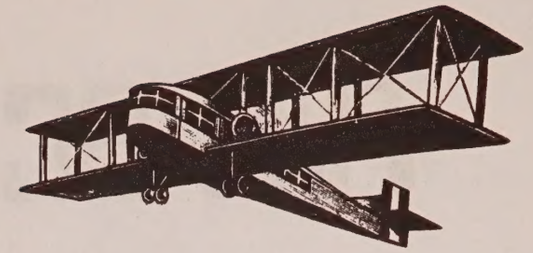

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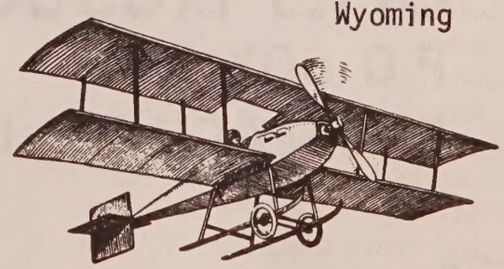

This publication replaces and supercedes the entire AERO Series publications previously issued by CRB Research. It is not intended for in-flight safety and/or navigation purposes and is intended solely as a guide to those interested in listening to VHF aero operations.

INTRODUCTION

As the skies become increasingly crowded with private, commercial and military aircraft the need for communications becomes more and more apparent and important. These days there are relatively few aircraft which aren't equipped with at least one piece of electronics hardware; more often than not a 2-way VHF radio covering 108 to 136 MHz. The communications in this band are wide and varied and can provide countless hours of fascinating monitoring for the communications enthusiast, and those persons discovering this are rapidly growing in number!

Many multi-band "transistor portable" receivers cover the VHF aero band, and there are also several standard (crystal type) scanners available. For serious listners wishing maximum listening capabilities, I suggest the use of the keyboard programmable aero band scanners presently being offered by Regency and Electra (Bearcat), used in conjunction with an outside antenna mounted as high as possible (and clear of obstructions).

VHF hi-band scanner antennas now offered by several manufacturers should work well on this band, improved reception of distant ground stations can be achieved by the use of a gain type omnidirectional 2-meter ham antenna such as the Ringo Ranger made by Cushcraft. A simple, inexpensive and reasonably efficient antenna for aero band monitoring is Antenna Specialists' ASP-7A VHF ground plane. To peak it for this band, cut the vertical radiator to 24-3/4" high; each of the 4 radials should be 23-1/2" long. Reception of ground stations (usually operating on the same frequencies as the aircraft) should equal regular VHF hi-band communications such as from police/fire base stations.

Reception distance from airborne will depend upon the craft's altitude, and even at 1000 feet altitude a plane can be heard at 45 (statute) miles, which is increased to 100 miles at an altitude of 5,000 feet. At 10,000 feet reception should be good to 145 miles; to 180 miles at 20,000 feet, and well over 230 miles at 25,000 feet!

MANY THINGS TO HEAR

There's an endless variety of things to hear on VHF aero and the first part of this directory is generally broken down by radio-equipped airports, showing the safety/navigation voice frequencies which can best be heard an areas adjacent to them, although some frequencies are regional in use and are relevant to air operations at other airports in addition to the airport at which the station is located. This would apply to FAA Flight Service Stations, FAA Flight Watch, and some approach/departure operations. The airport listing section of this directory shows frequencies preceeded by a code letter (as in U122.8). The code letter provides a general indication of the type of operations which you might hear on the frequency. This includes:

A The frequency is used by approaching aircraft, ground station may be at nearby field.

AD Frequency for approaching and departing aircraft.

C We have shown selected flight schools and flying clubs with the symbol "C."

D Frequency used by departing aircraft after takeoff. Ground station may be at nearby larger airport. More than 1 approach/departure frequency usually indicates different frequencies used for aircraft approaching/departing relative to different areas or directions, or within control space of other airports.

E Clearance delivery frequency.

F FAA Flight Service Station (FSS). See text.

FW FAA Flight Watch (122.Ø MHz), provides weather & en-route info to private aircraft.

G Ground control, communicates with taxiing aircraft, also utility vehicles on field.

M Miscellaneous. Catch-all code to indicate selected flight test, private, corporate, or other (usually) non-safety communications which are primarily used by the operator of the ground station and aircraft affiliated with that ground station.

S ATIS (Automatic Terminal Information Service). A recording of airport information at busy major air terminals. Since it is a 1-way broadcast which does not go off the

air, scanners will "lock" on to an ATIS channel and normal scanning will stop.

T Control tower.

UN Unicom frequency. See text.

V Voice facility for an FSS to communicate over a VOR (omnirange) navigational station. Aircraft engaged in such communications normally transmit on 122.1 and receive on indicated VOR frequency. In some instances 122.Ø5, 122.15 or 123.6 may be used by aircraft for such communications. As with all FSS communications, this is a regional service and not exclusively for location of transmitter. Since VOR transmits a continuous signal, monitoring of same will interrupt scanning function of your receiver.

Airports are shown by city location, airport names are indicated only when necessary to denote different installations at multi-facility cities. If a city or community is not shown it indicates that it doesn't have a radio-equipped airport, for any communications connected with that field listen on FSS frequencies nearest to that location.

SPECIAL INTEREST FREQUENCIES

Search and rescue operations are conducted on 123.1 and 122.9 MHz, and although there are a number of ground stations authorized on these channels for S/R missions (mostly operated by the Civil Air Patrol), I have not indicated specific stations in this directory. The aero emergency frequency is 121.5 MHz and may be used for voice or Emergency Locator Transmitters (ELT's). Many control towers and other ground installations monitor this frequency and have facilities to transmit thereupon if necessary, although such capabilities are not specifically indicated herein because they are so widespread. The frequency 126.2 MHz is common to many military installations and aircraft, most often used as a control tower frequency. The *Goodyear* blimp operates on 132.Ø MHz, according to reports. Several monitors report hearing "hurricane hunter" aircraft on 123.Ø5 MHz, and also FBI surveillance aircraft on 12Ø.425 MHz. Flight schools usually operate 123.3 or 123.5 MHz. The air-to-air communications are on 122.75, 122.85 and 122.9 MHz. Glider-to-tow ship operations have been monitored on 121.95, 122.9, 123.3 and 123.5 MHz. Operations concerning surveying and the safety of natural rescources are monitored on 122.925, this would include floods, spill operations, weather flights, forest fire operations, wildlife surveys and safety, etc. "Test" aircraft checking out navigational facilities use 135.85 and 135.95.

UNICOM is a private (that is non-government) aeronautical advisory communications facility located at an airport but operated for purposes other than air traffic control (such as control tower, approach/departure, etc.). Many small fields not having a control tower have UNICOM as their only 2-way facility, and such facilities are used primarily for communications with private aircraft. While UNICOMs aren't able to provide control tower communications, in the absence of a control tower they may provide some general information on wind, runway conditions and other factors concerning the status of the field. UNICOM communications may also pertain to tourist accomodations, transportation, fuel, contacting persons to meet the aircraft when it lands, etc. UNICOMs at airports without control towers normally operate on 122.7 or 122.8 MHz (private airports not open to the public on 122.725 or 122.75 MHz). UNICOM frequency 123.Ø is for airports having control towers, and 122.975 for UNICOM operations with planes above 10,000 feet altitude. UNICOM operatons at heliports are on 123.Ø5 and 123.Ø75 MHz.

MULTICOM service provides for directing activities air/air, air/ground, or ground/air such as farming or other agricultural, ranching, conservation, forest fire fighting, skywriting or other aeronautical advertising projects, parachute jumping, skydiving, certain law enforcement, and other similar purposes. MULTICOMs at airports without control towers are on 122.95 usually; general MULTICOM operations are on 122.85 and 122.9 MHZ, and (as mentioned) natural rescource operations are on 122.925 MHz. The FCC has reserved frequencies 122.775, 122.825, 122.875, and 123.Ø25 for possible future expansion of either MULTICOM or UNICOM operations.

FLIGHT SERVICE STATIONS ("FSS") are operated by the FAA to provide information on airport conditions, radio aids, and other facilities such as weather (Flight Watch). While

the service is available to all aircraft, it is primarily used by private planes. Every airport lies within the communications service area of a particular nearby FSS, and monitors should check listings for frequencies assigned to the FSS nearest any particular airport for information to supplement frequency information listed herein for that particular airport. FSS frequencies would also relate to any communications regarding operations at non-radio equipped airports (those not listed herein). Freq. 122.2 is the common enroute frequency assigned to all FSS's, although individual FSS units operate on any of several other frequencies, as shown in this publication.

FAA Air Traffic Control Centers are highly complex federal facilities used primarily by airliners. These radar-equipped centers are staffed with highly trained Air Traffic Controllers whose task includes monitoring radar scopes which indicate all aircraft operating within certain designated areas under their "control." Each aircraft fies on an assigned "vector" (heading and altitude) towards a specific location, such as a radio navigational facility like a VOR, and a transcontinental flight actually consists of a series of vectors all strung together from one VOR to another, spelled out in the pilot's flight plan which is filed before takeoff. As the pilot follows this routing, which takes into account weather disturbances and other factors such as air traffic congestion, he is in constant communications with FAA controllers to keep him fully aware of all matters which concern the safety of his flight. The nation is divided into zones or districts by the ATC with operations centers in Albuquerque, Atlanta, Boston, Chicago, Cleveland, Denver, Ft. Worth, Indianapolis, Jacksonville, Kansas City, Los Angeles, Memphis, Miami, Minneapolis, New Orleans, New York, Oakland, Salt Lake City, San Antonio, Seattle and Washington (DC). Each of these locations is equipped to transmit on perhaps as many as 50 different VHF frequencies, each frequency relating to use in conjunction with specific vectors or routes within the ATC zone. As an aircraft then passes along the series of route segment vectors he is constantly being advised to change frequencies in order to communicate with the next ATC along his route.

While the control centers are centrally located, the actual transmitter sites used to communicate with aircraft within the ATC district may be located several hundred miles distant from the ATC center. The ground stations identify themselves by the name of the ATC followed by the word "Center," such as "Miami Center," or Denver Center." ATC operations all take place between 118.Ø and 121.85, between 123.6 and 128.8, and 132.Ø5 to 135.95 MHz. If you have a programmable scanner you can easily determine which FAA ATC stations are within your coverage area by setting the scanner on "search" in these frequency bands and listening for ground stations identifying as described, although you will certainly hear aircraft on many frequencies communicating with ATC Centers which are outside the ground station coverage of your equipment.

Aeronautical Enroute Stations operate between 128.85 and 132.Ø MHz, and while the public knows little of these operations they comprise one of the largest and most complex communications networks in the nation. These are privately (non-government) operated stations, mostly licensed by the FCC to an organization called *Aeronautical Radio, Inc.* Its services are provided to those aircraft owners who make cooperative arrangements for the operation and maintenance of the ground stations, this consists primarily of airlines although there are apparently some corporate aircraft and private aircraft owned by VIPs which participate in these arrangements.

The communications connected with these stations are more than slightly interesting and although there are a number of airline private "company" frequencies in the 46Ø.65 to 46Ø.875 MHz UHF band (and elsewhere), much in the way of "company" type communication is to be heard be via contacts with Aeronautical Enroute stations. These can include arrival/departure information (such as times and airport loading gates), fuel status, the status of food supplies, special requests for ambulances or wheelchairs, messages for awaiting passengers, maintenance and service requests. You can hear what the pilot wants to order for lunch when the plane lands to reports of the horrified passenger who just realized that a valuable briefcase full of important papers or other items was left

in the airport waiting room! In sharp contrast to the short and formal transmissions on the tower and ATC frequencies, communications on the enroute frequencies are rather informal and often quite humorous.

The network of ground stations consists of both local and remotely controlled transmitters. As with FAA stations, some transmitters may be hundreds of miles from their control points; this to permit communications with high-speed jet aircraft which require such facilities while heading towards a distant city, for at the speed of 700 MPH there would be little time to handle his requests if he couldn't communicate until he was within 250 (or less) miles from the airport. So, for instance, the ARINC transmitter in Miami on 131.Ø can be operated by dispatchers in Miami, Chicago and Atlanta! You might, for example, while listening to 131.Ø in Miami, hear Chicago answer an aircraft working on the Louisville transmitter. You would also hear Atlanta answer an aircraft on the 131.Ø site at Nashville. You wouldn't be able to hear the aircraft in these cases since the aircraft transmissions aren't repeated by the ground stations.

On the other hand, some ARINC transmitters are for strictly local operations and are not part of the remote operations. One example would be 131.6 MHz in Nashville. This is used by American Airlines personnel strictly for servicing the needs of American's aircraft in the Nashville area. Another example is 129.85 MHz in the New York metropolitan area which is used by American Airlines at both LaGuardia and JFK airports for maintenance purposes. Aircraft can use it to report any items they want checked or serviced by maintenance personnel upon landing. American may also use this as a maint. frequency in other areas.

At major air terminals there are large numbers of frequencies in use for various special needs, since the amount of air traffic is very high. Certain frequencies may be used for specific high-traffic airlines, other frequencies may be used for overseas airlines, still others for flights arriving from certain cities. In our listing we have an "Aeronautical Enroute" section immediately following the "Airport" listings. This covers most of the more often reported enroute frequencies, however there are additional frequencies authorized at some of the locations shown. There is also a smattering of communications to be heard on 25 kHz "split" frequencies such as 129.925, 129.Ø25, 129.225, 129.325, 129.425, 131.125 MHz, etc., etc., although these frequencies do not appear to be as heavily used as the ones in the listing herein. Putting a programmable scanner into "search" mode between 128.85 and 132.Ø MHz may turn up some additional frequencies in your area.

The "Enroute" listing shows both local and remote frequencies, with transmitter sites shown. You should find a great deal of interesting communications traffic in this band, it's the backstage of the gigantic airline industry.

Secrecy of Communications is provided by the Communications Act of 1934. You are not permitted to divulge to others, or use for your own personal gain, the contents of any transmissions you may overhear from ground or aircraft transmitters operating on frequencies listed herein. Users are requested to obtain a copy of Section 605 of the Communications Act so as to become familiar with its requirements and stipulations. No liability is assumed with respect to the use of the information herein.

Users of this publication are invited to furnish the author with additions, changes, and corrections to the data contained herein. If a reply is requested, please enclose a self-addressed stamped return envelope. Address correspondence to the author in care of the publisher. The author wishes to specifically thank William D. Mauldin, Perry Ferrell, Rick Maslau, and the many scanner enthusiasts who helped to make this publication possible, and the American Shortwave Listners Club, also Speedex, two fine "utility" DX clubs which have done such a worthwhile job in telling the "utilities DX" story via their publications.

ABOUT THE AUTHOR: Tom Kneitel has been a prolific and influential author in the field of communications for many years, with articles appearing in many magazines, including CQ, POPULAR ELECTRONICS, BOYS LIFE, SPACE AGE, TV GUIDE, ELECTRONICS ILLUSTRATED, and ELEMENTARY ELECTRONICS, to name a few. He is Editorial Director of S9 MAGAZINE and a contributing author to THE ENCYCLOPEDIA AMERICANA. Tom is also listed in WHO'S WHO IN AMERICA. Tom is active on the VHF ham bands as K2AES (ex-W5KDR/KS4CH/K3FLL/NØTDC) & also on the CB frequencies as TOMCAT on AM and SSB-13 on SSB. In Tom's background are a long string of writer's credits for US Army Signal Corps training films.

ALABAMA

ABBEVILLE UN122.8
ALABASTER AD124.9 UN122.8
ALBERTVIL AD12Ø.25 UN122.8
ALEXND CY A132.35 UN122.8
ANDALUSIA UN122.8
ANNISTON AD124.95 F122.2 F122.3 F123.6 T123.6 UN123.Ø
ATMORE UN122.8
AUBURN AD125.3 C123.45
BAY MINETT AD118.5 UN122.8
BYU LABTRE M122.9
BIRMNGHAM AD124.5 AD124.9 E12Ø.9 F122.2 F123.65 FW122.Ø G121.7 S119.4 T119.9 UN123.Ø
BESSEMER AD124.9 UN123.Ø
BREWERTON AD12Ø.2 UN122.8
BUTLER UN122.8
CATHERINE UN122.8
CENTRE AD121.2
CLANTON UN122.8
CLAYTON AD126.55
CULLMAN UN122.8
DAUPHN ISL UN122.8
DECATUR AD118.Ø5 UN122.8 V112.8
DEMOPOLIS AD119.2 UN122.8
DOTHAN A125.4 G121.7 F.122.2 F122.5 T118.4 UN123.Ø V111.6
(WHLESS) A125.4 UN122.8
DBLE SPGS UN122.8
ELBA UN122.8
ENTERPRISE UN122.8
EUFAULA AD126.55 UN122.8 V1Ø9.2
EUTAW UN122.8
EVERGREEN AD118.55 UN122.8
FAIRHOPE AD118.5 UN122.8
FAYETTE UN122.8
FOLEY UN122.8
FT PAYNE UN122.8
FT RUCKER A123.45 A125.4 G121.9 T126.2
GADSDEN AD118.5 C123.45 UN122.8 V112.3
GENEVA UN122.8
GREENVLLE AD126.4 UN122.8
GUNTERSVL UN122.8
HALEYVLLE AD128.5
HAMILTON AD127.1 UN122.8 V11Ø.4
HAZL GREEN UN128.4
HUNTSVILLE
(COUNTY) A118.Ø5 D125.6 E12Ø.35 G121.9 T119.7 UN123.Ø
(NORTH) AD125.6 UN122.8
JACKSNVLLE UN122.8
JASPER AD124.5 UN122.8
LANETT AD125.3 UN122.8
MOBILE
(BATES) AD118.5 AD121.Ø AD125.7 F122.2 F123.65 G121.9 S124.75 T118.3
(BROOKLY) AD118.5 G121.7 M123.4 T119.6 U123.Ø V112.8
MONROEVLLE AD118.55 U122.8 V116.8
MONTGOMERY
(DANNELLY) AD121.1 AD124.Ø AD125.5 F122.2 F122.55 G121.7 T119.7 UN123.Ø V112.1
(MAXWELL) AD121.1 AD125.5 AD124.Ø M134.1 T118.5
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GLOSSARY OF COMMONLY USED TERMS

ARTCC Air Route Traffic Control Center. An FAA facility responsible for keeping track of and communicating with enroute aircraft using certain routes.

ATC Air Traffic Control.

Clearance Instructions and/or permission to progress to the next stage of takeoff, flight, or landing.

GCA Ground Controlled Approach.

DME Distance Measuring Equipment.

IFR Instrument Flight Rules. Flying without using sightings of ground objects to aid in navigation.

ILS Instrument Landing System. An electronics facility located near the runway at certain airports. By means of special equipment installed in his aircraft, a pilot can use the ILS signals (which come from 2 transmitters) to guide his landing.

Localizer A radio direction finding transmitter located on the ground.

NDB Non-directional radiobeacon, so-called. Actually it is a misnomer since the term implies a beacon which transmits in no directions. Actually it transmits an omnidirectional (360°) signal. Name was probably chosen to differentiate NDB's from VOR facilities.

Outer Marker One of the transmitters in an ILS system.

RMI An electronic instrument aboard some aircraft. Initials stand for Radio-Magnetic Indicator. It indicates the heading (magnetic) of any VOR station being received and also the direction in which the aircraft is flying.

Selcall Selective Calling Device. Aero Enroute ground stations can signal specific aircraft by use of selective calling. Each airliner has a Selcall receiver with its own distinctive identifier (it consists of a series of 4 letters of the alphabet which correspond to certain tones, as with a Touchtone phone). Airline pilots frequently ask for a Selcall check; the ground station then transmits the 4 tones in order to confirm that the unit is operating properly.

SID Standard Instrument Departure. The specific route which an airliner must use when leaving an airport, which is designed to insure maximum safety (in respect to other aircraft which may be in the area), noise considerations for area residents, etc.

Squawk A 4-digit code number fed into a transponder aboard some aircraft. When the plane is picked up on the gr-

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HAYDEN AD128.5 UN122.8 V115.4
HOLYOKE UN122.8
HUDSON UN122.8
JULESBRG UN122.8
LA JUNTA A126.1 D123.6 F122.2 F122.5 F123.6 T123.6 UN123.Ø
LAKE CITY UN122.8
LAMAR UN122.8 V116.9
LEADVILLE UN122.8
LIMON M122.9
LONGMONT C123.5 UN123.Ø
MEEKER UN122.8 V115.2
MONTE VISTA AD126.1 UN122.8
MONTROSE AD127.8 UN122.8 V1Ø8.6
NUCLA UN122.8
PAGOSA SP UN122.8
PAONIA UN122.7
PARKER UN123.Ø5 UN123.Ø75
PUEBLO AD12Ø.1 AD12Ø.9 G121.9 T119.1 UN123.Ø V116.7
RANGELY C123.5 UN122.8
RIFLE UN122.8
SALIDA UN122.8
SEDALIA UN122.8
STEAMBT SPR UN122.8
STERLING UN122.8
TRINIDAD F122.2 F122.65 F123.6 T123.6 V115.8
WALSENBERG UN122.8
WRAY UN122.8
YUMA UN122.8

C O N N E C T I C U T

BRIDGEPORT A126.95 G121.9 M123.2 M123.3 M123.5 T12Ø.9 UN123.Ø V1Ø8.8
BURLINGTON UN122.8
CHESTER AD126.95 C123.5 UN122.8
DANBURY A118.95 C123.3 D12Ø.55 G121.6 T119.4 UN122.8
DANIELSON UN122.8
E HADDAM UN122.8
E HARTFORD AD125.65 G121.7 M122.95 T119.9
GROTON AD119.45 C123.5 G121.9 T121.4 UN123.Ø
HAMDEN UN123.Ø5
HARTFORD AD125.65 G121.6 T119.6 UN123.Ø
MADISON A126.95 C123.3 UN122.8 V11Ø.4
MERIDEN AD12Ø.65 UN122.8
NEW HAVEN AD126.95 G121.7 T124.8 UN123.Ø
OXFORD AD12Ø.75 UN122.8
PLAINVLLE UN122.8
SIMSBURY M123.5
S WOODSTCK UN122.8
STRATFORD M123.2 M123.3 M123.4 M123.5 M133.3
WAREHS PT UN122.8
WATERBURY C123.3
WATERFORD C123.3
WILLIMANTC A12Ø.1 D125.65 UN122.8
WINDSR LKS A121.1 A123.85 A125.35 A125.65 C123.3 E126.45 F122.2 F122.3 G121.9 M122.95 S114.9 T12Ø.3 UN123.Ø V1Ø8.8 V11Ø.Ø V11Ø.4 V111.8 V117.4

D E L A W A R E

DOVER
(CHESWLD) AD128.Ø UN122.8
(CHANDL) UN122.8
(U S A F) A125.9 A128.Ø G121.9 T126.35
GEORGETOWN AD128.8 UN122.8
LAUREL UN122.8
MIDDLETOWN AD125.Ø C123.5 UN122.7
NEW CASTLE C123.3 V114.Ø
REHBTH BCH AD128.Ø UN122.8
SMYRNA UN122.8
WILMINGTON AD125.Ø G121.7 T126.Ø UN123.Ø
WYOMING UN122.8

D I S T O F C O L U M B I A

(ANDREWS) A119.3 D125.65 G121.8 T118.4 T126.2
(DULLES) A119.2 A126.1 D124.65 E127.35 G121.9 S134.85 T12Ø.1 U123.Ø
(NATIONAL) A118.3 A119.Ø A119.85 A124.2 A124.7 A126.85 D118.1 D126.55 E128.25 F122.2 F122.4 F122.6 FW122.Ø G121.7 M123.Ø5 S132.65 T119.1 T12Ø.75 UN123.Ø V111.Ø V113.1 V113.5

F L O R I D A

APALACHICL A119.1 AD121.Ø5
AVON PARK UN122.8Ø
BARTOW AD12Ø.65 C123.5 G121.9 UN123.Ø
BOCA RATN C123.3 UN122.8
BROOKSVLL
(HERN) AD125.3 UN122.8
(PILOT) UN122.8
BUNNELL AD123.9 UN122.8
CHULUOTA UN122.8
CLEARWATER UN122.8
CLEWISTON UN122.8
COCOA
(MERIT) UN122.8
(PATRICK) AD118.4 G121.7 T126.2
CORAL GBLS M123.4
CRESTVIEW AD12Ø.2 F122.2 F122.45 F123.6 T123.2 T123.6 UN122.8 V115.9
CROSS CY AD119.2 V112.Ø
CRYSTAL UN122.8
DAYTNA BCH AD123.9 AD125.35 C123.5 G121.9 S12Ø.Ø5 T118.1 UN123.Ø
DEFUNIAK SP UN122.8
DELAND AD125.35 UN122.8
DESTIN A12Ø.9 AD119.3 D125.1 E127.7 M123.3 UN122.8
DUNELLON UN122.8
EUSTIS UN122.8
FERNDIA BCH UN122.8
FT LAUDERDLE
(EXEC) AD119.7 G121.8 T12Ø.9 UN123.Ø
(INT'L) A125.Ø A126.Ø5 A127.65 AD128.6 D119.7 D126.Ø5 E128.4 G121.7 M123.2 M123.4 M123.5 S111.4 T119.3 T12Ø.2 UN123.Ø
FT MYERS AD126.8 AD128.Ø5 E121.9 F122.2 F122.6 G121.9 T119.Ø UN123.Ø V117.6
FT PIERCE UN122.8
FROSTPROOF UN122.8

{GLOSSARY CONTINUED}

ound radar screen by an Air Traffic Controller, the squawk number appears on the screen next to the radar "blip" of the plane to offer positive identification of the aircraft. The squawk number to be used is changed with each flight an aircraft makes and is not a permanent number assigned to the craft. This number is given to the pilot at the start of his flight as part of his clearance to commence his flight.

Vectors Instructions given to pilots by Air Traffic Controllers. These instructions relate to the headings and altitudes to be used during the flight.

VFR Visual Flight Rules. Many smaller aircraft operations are conducted with the pilot relying upon ground sightings for navigational purposes rather than relying upon the radar-guided advice from an Air Traffic Controller. Certtain procedures are followed in such instances and pilots flying thusly are said to be "flying VFR."

VOR The term VOR is, operationally, a general term covering a VHF omnidirectional bearing type of facility. Essentially a VOR is a transmitter, within a large network of similar navigation facilities, which transmits a distinctively identified radio signal in all directions. The signal is sent out in a pattern much like the spokes of a wheel and aircraft fly along these signals in a manner similar in some ways to a driver following a highway. VOR's are located at points where airways routes intersect.

ZULU Pilots are frequently heard expressing the hour of the day in 24-hour Zulu terms {such as 2200 ZULU}. Zulu time is the same thing as Greenwich Mean Time or Universal time and is most often used in connection with military or overseas flight operations.

ABOUT AERO BAND CALLSIGNS & ID'S

Ground stations normally identify by the name of their location, control zone, or airport. Examples would be: KENNEDY APPROACH, CHICAGO CENTER, GAINESVILLE TOWER, LAS VEGAS GROUND CONTROL, ERIE UNICOM.

Airliners identify by company name and flight number. Examples AMERICAN 3, RANSOM 995, UNITED 207, AER LINGUS 24, LUFTHANSA 55, etc. British Airways aircraft use the identifying name SPEEDBIRD followed by the flight number and Pan American World Airways aircraft ID as CLIPPER followed by the flight number.

Other aircraft usually identify by the FAA assigned aircraft registration number {which appears on the outside of the craft}, often the type of aircraft is used as part of the identification. Examples: NOVEMBER-3877-TANGO or AZTEC 77-TANGO might be two different ways you might hear the same aircraft identify itself. Other examples: CHEROKEE 6000-BRAVO, PIPER-686-DELTA-LIMA, LEARJET-11-NOVEMBER-YANKEE, etc.

Military aircraft identify by the name of the armed service which operates the aircraft, followed by several numbers: AIR FORCE 1, NAVY 8568, COAST GUARD 1577, AIR NATIONAL GUARD 766, MARINE 3664, etc.

Although standard "FCC-type" callsigns are assigned to all UNICOMS, MULTICOMS, and other privately owned facilities, such callsigns are practically never announced over the air.

In addition to VHF aero band communications, military aircraft also rely on UHF and HF channels.

GAINESVILLE AD119.2 AD123.65 C123.3
F122.2 F122.5 F123.65
G121.7 T12Ø.5 UN123.Ø
V116.2
HOLLYWOOD AD128.6 G121.6 G121.85
M122.9 S118.45 T121.3
T124.4 UN123.Ø
HOMESTEAD
(GEN'L) D118.1 UN122.8
(U S A F) AD118.1 T126.2
JACKSONVLL
(CECIL) A12Ø.75 D127.Ø T126.2
V1Ø8.2
(CRAIG) AD124.4 D124.9 F122.2
F122.55 G121.8 T119.7
UN123.Ø V114.5
(INT'L) A119.Ø A127.Ø AD118.Ø
AD124.9 C123.3 E119.5
G121.9 M122.9 M123.1
S125.85 T118.3 UN123.Ø
(TOWERS) A118.7 G121.7 T124.Ø
(HERLNG) UN122.8
KEY WEST
(INT'L) A118.7 F122.2 F122.7
G121.9 T118.2 UN123.Ø
V113.5
(BOCA CH) A118.7 G121.7 T126.2
KEYSTONE UN122.8
KISSIMMEE AD12Ø.15 C123.5 UN122.8
LABELLE UN122.8 V11Ø.4
LAKE CITY AD119.2 M123.4 UN122.8
LAKE PARK UN122.8
LK WALES UN122.8
LAKELAND AD12Ø.65 M123.2 UN123.Ø
V116.Ø
LEESBURG UN122.8
LIVE OAK UN122.8
LUTZ UN122.8
MARCO ISL AD126.8 AD128.25 UN122.8
MARIANNA A125.4 A133.45 UN122.8
V114.Ø
MARY ESTER AD125.1 C123.3 T126.2
V1Ø9.8
MAYPORT AD118,75 T126.2
MELBOURNE A118.4 A125.1 C123.5
D125.1 F122.2 F122.6
G121.9 T118.2 T121.Ø
UN123.Ø V11Ø.Ø
MIAMI
(COLLIER) A133.Ø5 G121.9 T128.1
(INT'L) A12Ø.5 A126.85 D118.1
D133.2 E135.35 G121.8
G127.5 M123.Ø75 M123.3
S117.1 S119.15 T118.3
T123.9 UN123.Ø V115.9
(OPA LKA) AD128.6 C123.5 G121.9
G121.9 S125.9 T118.6
T12Ø.7 UN123.Ø
(TAMIAMI) AD118.1 F122.2 F122.3
F122.55 F123.65 F126.7
F127.9 G121.7 S124.Ø
T118.9 T121.1 UN123.Ø
MILTON
(T) UN122.8
(WHITING) AD127.35 T126.2 V113.Ø
NAPLES A126.8 A128.25 M122.9
UN122.8 UN122.85
NW PT RCHY AD125.3 UN122.8
NW SMYRNIA AD125.35 UN122.8
OCALA AD125.65 AD134.5 UN122.8
V113.7
ORLANDO
(HERNDON) AD12Ø.15 AD124.8 E125.55
F122.2 F122.65 F123.65
G121.7 M122.9 S127.25
T118.7 UN122.95 V112.2
(INT'L) AD12Ø.15 AD124.8 E134.7
G121.85 M123.3 T124.3
U123.Ø
(MAGUIRE) UN122.8
ORMOND BCH AD123.9 UN122.8 V112.6
PAHOKEE AD124.6 UN122.8 V112.4
PALATKA UN122.8
PANAMA CITY
(BAY) AD119.1 AD119.75 C123.3
G121.7 T12Ø.5 UN123.Ø
V114.3
(TYNDALL) AD119.75 AD121.Ø5 T126.2
PENSACOLA
(COASTAL) UN122.8
(FERGUSON) UN122.8
(REGN'L) A118.8 A119.Ø AD118.8
E121.9 F122.2 F122.7
G121.9 T119.9 UN123.Ø
(U S N) AD118.Ø AD 118.8 M134.1
T126.2 V1Ø8.8
PERRY AD125.Ø5 UN122.8
PLANT CITY
(MUNICIPAL) AD119.9 AD12Ø.65 UN122.8
(HILLSBRO) UN122.8
PLYMOUTH UN123.Ø
PUNTA GRDA UN122.8 AD128.25 UN122.8
V11Ø.2
QUINCY UN122.8
ROCKLEDGE UN122.8
ST AUGUSTN AD124.4 M123.4 UN122.8
V1Ø9.4
ST PETERSBG
(CLEARWTR) AD125.3 C123.3 C123.5
F122.2 F122.45 F123.6
G121.9 T118.3 UN123.Ø
V116.4
(WHITTED) AD125.3 G121.8 T12Ø.4
UN123.Ø
SANFORD AD124.8 G121.6 T12Ø.3
U123.Ø
SARASOTA AD118.15 AD119.65 AD124.95
G121.9 T12Ø.1 UN123.Ø
V115.2
SEBASTIAN UN122.8
SEBRING AD127.3 UN122.8
SILV SPRNG UN122.8
STUART G121.7 M123.3 T126.6
UN123.Ø
SUN CITY UN122.85
TALAHASSEE
(HAVANA) AD128.7 UN122.8
(MUNICIPAL) AD12Ø.8 AD128.7 F122.2
F122.4 G121.7 M122.9
T118.7 UN123.Ø V117.5
TAMPA
(INT'L) A119.9 AD118.8 AD126.Ø
C123.3 E12Ø.9 G121.6
G121.7 M123.Ø75 S126.45
T119.Ø5 T119.Ø5 T119.5
UN123.Ø
(KNIGHT) AD126.Ø UN122.8
(MACDILL) A134.1 D118.8 T126.2
(VANDNBG) UN122.8
TAVARES M122.9 M122.95
TITUSVILLE
(COCOA) AD118.4 AD124.1 G121.8
T118.9 UN123.Ø
(DUNN) UN122.8
VALPARAISO
(EGLIN) A119.3 AD125.1 G121.8
T118.2
(EGLIN-AUX) AD125.1 T126.2
VENICE AD119.65 AD124.95 C123.3
UN122.8
VERO BEACH
(MUNICIPAL) AD128.5 C123.5 F122.2
F122.5 G121.8 M123.3
M123.4 T126.1 UN123.Ø
V117.3
(NEW HIBSC) UN122.8
W PALM BCH
(CNTY PK) AD127.35 UN122.8
(INT'L) A127.3 AD124.6 AD125.2
AD127.35 AD128.3 E121.6
G121.6 G121.9 S123.75
T118.75 T119.1 UN123.Ø
V115.5
WILLISTON UN122.8
WINTER HAVEN
(CYPR GDN) UN122.8
(GILBERT) AD119.9 AD12Ø.65 UN122.8

G E O R G I A

ADEL UN122.8
ALBANY AD125.75 AD127.2 C123.5
F122.2 F122.6 G121.9
M123.4 M135.85 M135.95
T118.8 UN123.Ø V116.1
ALMA AD132.3 F122.2 F122.6
F123.6 T123.6 V115.1
AMERICUS AD119.95 UN122.8
ATHENS AD127.5 G121.8 T126.3
UN123.Ø V1Ø9.6
ATLANTA
(BROWN) AD121.Ø F122.2 F122.6
F122.45 G121.7 S119.Ø
T118.5 T12Ø.7 UN123.Ø
V116.9
(DEKALB) AD119.3 G121.7 S128.4
T12Ø.Ø T12Ø.9 UN123.Ø
(INT'L) A118.1 A119.3 A119.8
A126.9 A127.75 A127.9
D125.Ø D125.7 E121.65
G121.75 G121.9 M122.95
M123.Ø5 M123.Ø75 M123.2
M123.3 M123.4 M123.5
S111.Ø S125.55 T119.1
T119.5 T123.85 UN123.Ø
AUGUSTA
(BUSH) AD119.15 AD126.8 G121.9
T118.7 UN123.Ø V113.9
(DAN'L) AD126.8 UN122.8
BAINBRDGE
(COMMOD) AD128.7 UN122.8
(COUNTY) AD128.7
BAXLEY AD132.3 UN122.8
BLAIRSVLL UN122.8
BLAKELY UN122.8
BROOKS C123.3 UN122.8
BRUNSWICK
(GLYNCO) AD118.6 UN122.8
(MALCOM) AD118.6 C123.5 G121.9
F122.2 F122.4 T12Ø.1
UN123.Ø V1Ø9.8
BUENA VSTA AD126.Ø
CAIRO UN122.8
CALHOUN AD121.2 UN122.8
CAMILLA AD125.75 AD127.2 UN122.8
CANTON UN122.8
CARROLLTN AD119.8 UN122.8
CARTERSVLL AD121.2 UN122.8
CEDAR SPRG UN122.8
CEDARTOWN AD121.2 UN122.8
CLAXTON UN122.8
COCHRAN AD119.6 UN122.8
COLUMBUS AD125.3 AD126.Ø AD126.55
G121.9 S127.75 T12Ø.1
UN123.Ø V117.1
CORDELLE AD125.75 AD127.2 UN122.8
CORNELIA A127.Ø5 UN122.8
COVINGTON AD119.8 UN122.8
DALTON AD125.1 UN122.8
DAWSON UN122.8
DONLSONVL AD125.4
DORAVILLE M122.9
DOUGLAS AD132.3 UN122.8
DUBLIN AD124.2 UN122.8 V113.1
EASTMAN AD119.6
ELBERTON UN122.8
ELLIJAY UN122.8
FAIRBURN UN122.8
FITZGERALD AD124.6 AD132.3 UN122.8
FT BENNING AD125.3 AD126.Ø AD126.55
G135.8 T126.2
FT STEWART AD118.4 AD125.3 G121.7
T126.2
FT VALLEY UN122.8
GAINESVLLE UN122.8
GRIFFIN AD119.8 UN122.8
HAMPTON UN122.8
HAZLEHURST AD132.3
HINESVILLE UN122.8
HOMERVILLE AD124.6 AD132.3
JASPER UN122.8
JEFFERSON AD127.5 UN122.8
JEKYLL I AD118.6 UN122.8
JESUP AD118.6 UN122.8
JONESBORO UN122.8
LAFAYETTE UN122.8
LAGRANGE AD125.3 UN122.8 V115.6
LAWRENCEVL AD119.3 M122.9 UN122.8
MACON
(SMART) AD124.8 UN123.Ø
(WILSON) AD119.6 AD124.2 AD124.8
F122.2 F122.4 G121.7
M126.2 M134.1 T118.3
UN122.95 V114.2
MADISON AD127.5
MARIETTA
(DOBBINS) AD121.Ø G121.8 T126.2
(MCCOLM) UN122.8
MC RAE AD132.3
METTER UN122.8
MILLEGEVL AD124.2 UN122.8
MONROE C123.3 UN122.8
MONTEZUMA AD126.Ø
MOULTREE AD126.6 AD132.3 UN122.8
V1Ø8.8
NASHVILLE UN122.8
NEWNAN AD119.8 UN122.8
PEACHTREE AD119.8 UN122.8
PERRY AD124.8 UN122.8
PINE MTN AD125.3 UN122.8
PLAINS AD126.Ø UN122.8
REIDSVILLE AD132.3
ROME AD121.2 UN122.8 V115.4
ST MARYS UN122.8
ST SIMNS I UN123.Ø
SAVANNAH
(HUNTER) AD118.4 AD125.3 G121.6
M134.1 T133.55
(MUNICIPAL) AD118.4 AD125.3 E119.55
F122.2 F123.65 G121.9
M123.3 S12Ø.85 T119.1
UN123.Ø V112.7
STATESBRO AD132.5 UN122.8
STONE MTN UN122.8
SWAINSBORO AD132.5 UN122.8 V11Ø.Ø
SYLVANIA UN122.8
SYLVESTER AD126.6 AD132.2 U122.8
TALBOTTON UN122.8
THOMASTON AD126.Ø UN1228
THOMASVLLE AD126.3 AD132.3 UN122.8
THOMSON AD126.8 UN122.8
TIFTON AD126.6 AD132.3 UN122.8
TOCCOA AD127.Ø5 UN122.8 V113.4
VALDOSTA
(MOODY) AD124.6 A126.6 T126.2
(MUNICIPAL) AD126.6 AD132.3 F123.6
G121.8 T12Ø.9 UN123.Ø
VIDALIA AD132.5 UN122.8
WALTHOURVL UN122.8
WARM SPRGS AD126.Ø
WARN-ROBNS
(AIRPORT) UN122.8
(ROBINS) AD119.6 AD124.2 G121.9
T126.2
WASHINGTON AD127.5 UN122.8
WAYCROSS UN123.Ø V11Ø.2
WEST POINT AD125.3 UN122.8
WILLIAMSON C123.5 UN122.8
WINDER AD127.3 UN122.8
WOODBINE UN122.8

I D A H O

AMERIC FLS UN122.8
ARCO UN122.8
ATHOL UN122.8
BLACKFOOT UN122.8
BOISE
(GOWEN) AD118.9 F122.2 F122.6
G121.7 S123.9 T118.1
UN122.8 UN123.Ø V113.Ø
(STRAWB) UN122.8
BONNERS FY UN122.8
BURLEY F122.2 F122.4 F123.6
T123.6 V114.1
CALDWELL UN122.8
CHALLIS UN122.8
COEUR D'AL AD124.3 G121.8 T119.1
UN122.8 V116.9
CRAIGMONT M122.9
DRIGGS UN122.8
DUBOIS UN122.8
FAIRFIELD UN122.8
HAILEY UN122.8
IDA FALLS F122.2 F122.55 G121.7
M122.9 T118.5 UN122.8
V1Ø9.Ø
JEROME UN122.8
KAMIAH UN122.8
KELLOGG UN122.8
LEADORE UN122.8
LEWISTON G121.9 M123.3 T119.4
UN122.8 V1Ø8.2
MCCALL UN122.8 V116.2
MOOSE CRK M122.9 UN122.8
MOSCOW UN122.8
MTN HOME
(MUNICIPAL) UN122.8 V114.9
(U S A F) A124.8 A134.1 T126.2
NAMPA UN122.8
OROFINO UN122.8

PARIS UN122.8
POCATELLO AD134.5 G121.9 T119.1 UN123.Ø V112.6
PORTHILL UN122.8
PRESTON UN122.8
REXBURG AD134.5 M123.3 UN122.8
ST ANTHONY UN122.8
ST MARIES UN122.8
SALMON UN122.8 V113.5
SANDPOINT UN122.8
STANLEY UN122.8
TWIN FALLS G121.7 T118.2 UN123.Ø V115.8
WEISER UN122.8

I L L I N O I S

ALTON AD124.2 G12Ø.2 T126.Ø UN123.Ø
AURORA AD127.1 G121.7 T12Ø.6 UN123.Ø
BELLEVLLE A124.7 D119.2 T126.2
BELVIDERE AD124.9 UN122.8
BLOOMINGTON AD118.Ø5 T124.6 UN123.Ø V1Ø8.2
CAHOKIA UN122.8
CAIRO UN122.8
CANTON AD119.95 UN122.8
CARBONDALE AD119.4 AD125.3 C123.3 G121.8 T118.2 UN123.Ø
CARMI AD126.6 UN122.8
CASEY AD124.3 UN122.8
CENTRALIA AD127.7 UN122.8 V115.Ø
CHAMPAIGN AD118.35 AD119.8 G121.9 T12Ø.5 UN123.Ø V11Ø.Ø
CHICAGO
(BLUE ISL)UN122.8
(LANSING) AD132.95 UN122.8
(MEIGS) AD119.3 G121.8 T121.3 UN123.Ø
(MIDWAY) AD119.Ø AD119.35 AD125.7 AD126.8 E121.85 G121.7 S12Ø.Ø5 T118.7 UN123.Ø
(O'HARE) A119.Ø A125.7 D125.Ø D125.4 D127.4 D134.4 E119.25 E121.6 G121.75 G121.9 M126.2 S135.15 T118.1 T12Ø.75 UN123.Ø V113.9
(SCHAUMBG)UN122.8
(W CHICGO)AD127.1 C123.5 E119.75 F122.2 F122.3 F122.75 FW122.Ø G121.8 S124.8 T12Ø.9 UN123.Ø
(PALWAUK) A134.4 D125.Ø G121.7 S124.2 T119.9 T124.7 UN123.Ø
COMPTON UN122.8
CRYSTL LK AD134.4 UN122.8
DAKOTA UN122.8
DANVILLE
(COUNTY) AD119.8 G121.8 M123.2 T124.Ø UN123.Ø V111.Ø
(WATCHA) UN122.8
DECATUR A118.25 F122.2 F122.3 G121.9 T118.9 UN123.Ø V117.2
DEKALB AD126.Ø UN122.8
DIXON A12Ø.4 UN122.8
DWIGHT A12Ø.4 UN122.8
E ALTON C123.5 UN123.Ø
E ST LOUIS AD126.7 G121.8 M123.2 T12Ø.9 UN123.Ø
EFFINGHAM AD127.7 UN122.8
ELGIN AD12Ø.4 M123.Ø5 M123.2 T12Ø.9 UN122.8
FAIRFIELD AD127.7
FINDLAY UN122.8
FLORA UN122.8
FRANKFORT AD132.95 M123.2 UN122.8
FREEPORT AD126.Ø UN122.8
GALESBURG AD135.6 G121.8 T12Ø.7 UN123.Ø V1Ø9.8
GIBSON CY AD125.Ø5 UN122.8
GLENVIEW A126.9 D125.Ø T126.2
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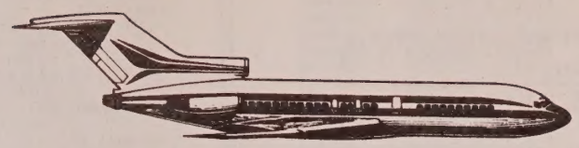

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JACKSONVLL 129.34 129.9 13Ø.Ø 13Ø.15 13Ø.25 13Ø.6 13Ø.7 131.Ø 131.15 131.45 131.75
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MIAMI 128.9 129.Ø5 129.15 129.2 129.3 129.4 129.5 129.7 129.8 129.85 129.9 13Ø.Ø5 13Ø.25 13Ø.4 13Ø.5 13Ø.55 13Ø.75 13Ø.8 13Ø.9 131.Ø 131.15 131.25 131.5 131.6 131.65 131.75 132.Ø
OCALA 131.4
OPA LOCKA 131.8
ORLANDO 129.45 129.5 129.9 13Ø.Ø 13Ø.Ø5 13Ø.25 131.Ø 131.15 131.3 131.75
PANAMA CY 129.85 131.25 131.3 131.75
PENSACOLA 13Ø.7 131.25
ST PETE 132.Ø
SARASOTA 13Ø.7 131.25 131.3 131.7
TALLAHASSE 13Ø.35 13Ø.7 131.25 131.75
TAMPA 128.85 129.2 129.3 129.5 129.7 129.9 13Ø.Ø 13Ø.4 131.Ø 131.25 131.5 131.7 131.9
TITUSVLLE 13Ø.7
VALPARAISO 131.75
VERO BCH 13Ø.7
W PALM BCH 129.25 129.3 129.45 129.5 13Ø.25 13Ø.45 131.Ø 131.15

GEORGIA

ALBANY 13Ø.7 131.75
AMERICUS 132.Ø
ATLANTA 129.3 129.5 129.55 129.6 129.65 129.75 129.9 13Ø.2 13Ø.35 13Ø.7 13Ø.85 13Ø.95 131.Ø 131.15 131.4 131.6 131.95 132.Ø
ATHENS 131.75
AUGUSTA 129.65 129.75 13Ø.7 131.75
BAINBRIDGE 131.Ø
BRUNSWICK 129.65 132.Ø
COLLEGE PK 128.85 129.45 13Ø.75
COLUMBUS 129.55 13Ø.7 131.75
DUBLIN 132.Ø
MACON 129.65 13Ø.7
MOULTRIE 131.75
ST SIMONS I 131.4
SAVANNAH 129.65 13Ø.6
STATESBRO 132.Ø
TIFTON 132.Ø
VALDOSTA 131.75
WAYCROSS 132.Ø

IDAHO

BOISE 129.6 13Ø.3 13Ø.4 13Ø.7 131.1
HAILEY 132.Ø
LEWISTON 129.6
IDAHO FLS 129.6 13Ø.4
POCATELLO 129.6 13Ø.1 13Ø.7 131.1
TWIN SLS 129.6 13Ø.4

ILLINOIS

BENSENVL 129.45
BLOOMINGTN 129.85 13Ø.5
CARBONDALE 132.Ø
CHAMPAIGN 129.8
CHICAGO 128.85 128.9 129.Ø 129.1 129.15 129.2 129.25 129.3 129.35 129.4 129.45 129.5 129.6 129.7 129.85 129.95 13Ø.Ø5 13Ø.1 13Ø.2 13Ø.25 13Ø.4 13Ø.5 13Ø.55 13Ø.6 13Ø.7 13Ø.75 13Ø.85 13Ø.9 131.Ø 131.1 131.15 131.2 131.3 131.5 131.55 131.6 131.65 131.75 131.8 131.9 131.95 132.Ø

DANVILLE 13Ø.5
DECATUR 129.85
GALESBURG 129.9
JACKSON 132.Ø
MARION 129.85
MATTOON 129.85
MOLINE 129.Ø 129.45 129.9 13Ø.6 131.55
MT VERNON 129.85
PEORIA 129.5 129.85 131.5
QUINCY 129.85 132.Ø
ROCKFORD 129.85 131.5
SPRINGFLD 129.85 131.65 132.Ø
STERLING 129.85

INDIANA

ANDERSON 132.Ø
ANGOLA 129.25 129.35
ELKHART 132.Ø
EVANSVILLE 129.15 13Ø.Ø5 13Ø.1 13Ø.35 13Ø.5 13Ø.7
FT WAYNE 129.5 13Ø.4 131.15
INDIANAPLS 129.15 129.5 129.85 13Ø.Ø5 13Ø.1 13Ø.5 13Ø.65 13Ø.7 131.Ø 131.2 132.Ø
KOKOMO 132.Ø
LAFAYETTE 13Ø.5 132.Ø
MARION 132.Ø
MUNCIE 13Ø.5
SO BEND 13Ø.Ø 13Ø.Ø5 13Ø.1 13Ø.4 13Ø.5 131.25 131.4
TERRE HTE 13Ø.Ø 13Ø.5

IOWA

BURLINGTON 129.9
CEDAR RAPIDS 129.9 13Ø.6
CLINTON 129.9
COUNCIL BLFS 129.Ø 13Ø.6
DAVENPORT 131.5
DES MOINES 129.45 129.5 129.9 13Ø.2 13Ø.3 13Ø.55 13Ø.6
DUBUQUE 129.9 13Ø.2 131.95
FT DODGE 129.9
IOWA CY 129.9
MASON CY 129.9
OTTUMWA 129.9
SIOUX CY 129.9 13Ø.65 131.25 132.Ø
WATERLOO 129.9

KANSAS

DODGE CY 132.Ø
GARDEN CY 13Ø.Ø 13Ø.45
GOODLAND 13Ø.Ø
GRT BEND 132.Ø
HAYS 129.55 13Ø.Ø
KANS CY 12Ø.9 129.15 13Ø.45 13Ø.6
LIBERAL 13Ø.Ø
MANHATTAN 13Ø.Ø
PARSONS 13Ø.Ø
SALINA 13Ø.Ø 131.7
TOPEKA 13Ø.Ø
WICHITA 13Ø.Ø 13Ø.3 13Ø.45 13Ø.55 13Ø.9 132.Ø

KENTUCKY

BOWL GRN 129.7
BROOKS STA 129.15 129.25 131.2
COVINGTON 129.2 129.6 129.75 129.8 13Ø.Ø5 13Ø.1 13Ø.7 131.95
DANVILLE 129.6
ERLANGER 129.15 131.2
LEXINGTON 129.75 13Ø.Ø 13Ø.Ø5 13Ø.1 13Ø.7
LONDON 129.75
LOUISVILLE 129.15 129.2 129.25 129.35 129.6 129.85 13Ø.7 131.Ø 131.2 131.85
OWENSBORO 129.85
PADUCAH 129.85 131.95
SIMPSONVL 129.35

LOUISIANA

ALEXANDRIA 129.4 129.8 131.45 131.85
AMELIA 128.95 129.1 13Ø.5 132.Ø
BATON ROUGE 129.8 131.75 131.85
BELLE CHASSE 131.35
CAMERON 128.95 13Ø.5 132.Ø
FT POLK 129.8
GRND CHENIER 13Ø.85 131.Ø5
HOUMA 13Ø.85 131.Ø5
INT'COASTL CY 128.95 13Ø.5 13Ø.85 131.Ø5 132.Ø
LAFAYETTE 128.95 129.8 13Ø.5 131.35 132.Ø
LK CHAS 129.4 129.8 131.25
LEEVILLE 128.95 13Ø.4 132.Ø
MONROE 129.8 131.75 131.85
NEW IBERIA 13Ø.85 131.Ø5
NEW ORLEANS 128.95 129.2 129.3 129.4 129.55 129.7 129.8 13Ø.1 132.2 13Ø.3 13Ø.4 13Ø.5 13Ø.55 13Ø.7 13Ø.9 131.Ø 131.25 131.35 131.45 131.5 131.75 131.85 132.Ø
PATTERSON 13Ø.85 131.Ø5 131.35
SHREVEPORT 129.6 129.8 129.9 13Ø.3 13Ø.55 131.85
S MARSH I 129.1 129.35 13Ø.5 132.Ø
VENICE 128.95 13Ø.5 132.Ø
VERMILLION 128.95 13Ø.5 132.Ø
(OFFSHORE) 129.1 129.35 13Ø.5 132.Ø

MAINE

AUGUSTA 131.15
BANGOR 129.65 131.3 131.55 131.9 132.Ø
PORTLAND 131.45 131.85 131.9
PRESQUE I 131.9
ROCKLAND 129.9 131.85 131.9
WATERVILLE 13Ø.35

MARYLAND

BALTIMORE 129.3 129.45 129.5 129.7 13Ø.Ø5 13Ø.1 13Ø.4 13Ø.5 13Ø.7 131.2 131.25 131.35 131.9
CAMBRIDGE 131.Ø 131.3
EASTON 131.Ø
GLEN BURNIE 130.2 131.35
OCEAN CY 131.Ø
PINEY PT 129.15
SALISBURY 13Ø.5

MASSACHUSETTS

BOSTON 129.2 129.3 129.4 129.5 129.7 13Ø.Ø 13Ø.1 13Ø.35 13Ø.75 131.Ø5 131.15 131.25 131.4 131.45 131.6 131.8 131.85 131.9
HYANNIS 131.15 131.85 131.9
MARTH VNYD 131.85 131.9
MELROSE 131.9
NANTUCKET 131.15 131.85 131.9
NEW BEDFRD 131.15
N ADAMS 132.Ø
W TISBURY 131.15
WESTFIELD 132.Ø
WORCESTER 13Ø.Ø 13Ø.Ø5 13Ø.1 131.5

MICHIGAN

ALPENA 131.25
BATTLE CRK 131.15 131.25
BALDWIN 132.Ø
BATTLE CRK 132.Ø
BENTON HRB 131.25 131.4 132.Ø
DETROIT 129.1 129.2 129.25 129.3 129,4 129.5 129.6 129.65 129.7 129.95 13Ø.Ø 13Ø.Ø5 13Ø.1 13Ø.3 13Ø.4 13Ø.55 13Ø.85 13Ø.95 131.Ø5 131.15 131.25 131.3 131.4 131.45 131.7 131.85 132.Ø
ESCANABA 129.8
FLINT 129.4 131.25 131.4
GRND RAPIDS 129.4 13Ø.Ø 13Ø.Ø5 13Ø.1 13Ø.5 131.25
HOUGHTON 129.8
INKSTER 129.7
IRON MTN 129.8
IRONWOOD 129.8
JACKSON 131.25
KALAMAZOO 13Ø.5 13Ø.95 131.15 131.25
LANSING 129.4 131.15 131.25
LA SALLE 128.9
MANISTEE 131.25
MARQUETTE 129.8
MENOMINEE 129.8
MUSKEGON 129.4 131.25
PELLSTON 131.25
PETOSKEY 129.4
SAGINAW 129.4 131.25
SAULT ST MAR 131.25
SOUTHFLD 131.3
TRAVERSE CY 131.15 131.25
YPSILANTI 13Ø.45 131.75

MINNESOTA

AGANA 13Ø.9
ALEXANDRIA 131.95
BEMIDJI 131.25
DULUTH 129.8
E GRND RAPDS 131.8
FAIRMONT 131.25
HIBBING 129.8
INT'L FALLS 129.8
MANKATO 131.25
MINNEAPLS 129.3 129.5 129.8 129.9 13Ø.1 13Ø.2 13Ø.3 13Ø.55 13Ø.7 131.25 131.45 131.5 131.7 131.8 131.85 131.9 132.Ø
ROCHESTER 129.9 131.25 131.9
THIEF RV FLS 131.25
WILLMAR 131.95
WINONA 129.8 131.95
WORTHINGTON 131.25

MISSISSIPPI

COLUMBUS 131.75
GREENVILLE 131.75
GREENWOOD 131.75
GULFPORT 131.75
HATTIESBG 131.75
JACKSON 129.4 129.55 129.6 129.8 131.75 131.85
LAUREL 131.75
MERIDIAN 129.55 131.75
NATCHEZ 131.75
OXFORD 131.75
PASCAGOULA 131.75
TUPELO 131.75

MISSOURI

CP GIRARDEAU 129.85 132.Ø
CHESTERFLD 13Ø.95
COLUMBIA 129.85
FT L WOOD 129.85 13Ø.Ø
JOPLIN 129.85 13Ø.Ø
KAISER 129.85
KANS CITY 128.9 129.Ø 129.15 129.2 129.3 129.9 13Ø.3 13Ø.45 13Ø.55 13Ø.6 13Ø.9 131.1 131.25 131.45 131.85 132.Ø
ST CHAS 13Ø.25
ST JOSEPH 129.3
ST LOUIS 129.1 129.15 129.5 129.65 129.85 13Ø.Ø 13Ø.Ø5 13Ø.3 13Ø.5 13Ø.55 13Ø.7 131.35 131.65 131.75 132.Ø
SIKESTON 129.5 132.Ø
SPRINGFLD 129.85 131.65 131.85

MONTANA

BAKER 131.7
BILLINGS 129.3 131.7 131.8
BOZEMAN 129.3 131.8 131.9
BUTTE 13Ø.1 13Ø.4
GLASGOW 129.3
GRT FALLS 129.3 13Ø.4 131.9
GLENDALE 129.3
HELENA 13Ø.4 131.9
HAVRE 129.3
KALISPELL 129.6 13Ø.4
LEWISTON 129.3
MILES CY 129.3 13Ø.1
MISSOULA 129.3 131.9
SIDNEY 129.3
W YELLOWSTNE 13Ø.1
WOLF PT 129.3

NEBRASKA

ALLIANCE 129.3
CHADRON 129.3
COLUMBUS 129.3
GRND ISLD 129.3
HASTINGS 129.3
KEARNEY 129.3
LINCOLN 129.3 129.45 129.95 13Ø.25
MC COOK 129.Ø 129.3 129.45
NORFOLK 131.25
N PLATTE 129.3
OMAHA 129.Ø 129.3 129.5 129.9 13Ø.15 13Ø.3 13Ø.55 13Ø.6 131.25
SCOTTSBLUFF 129.3
SIDNEY 129.3

NEVADA

ADOBE HILL 13Ø.6
ELKO 129.5 13Ø.6
ELY 129.5 13Ø.25 13Ø.6
LAS VEGAS 129.1 129.3 129.5 129.65 13Ø.1 13Ø.2 131.1 132.Ø
MC DERMITT 13Ø.6
MT POTOSI 129.1 13Ø.2 131.6
RENO 129.5 13Ø.1 13Ø.6 131.1
TONOPAH 129.55 13Ø.6
VIRGINIA CY 131.1

NEW HAMPSHIRE

KEENE 13Ø.Ø 13Ø.Ø5 131.85 131.9
LACONIA 129.95 131.15
LEBANON 131.15 131.85 131.9
MANCHESTER 13Ø.Ø
MT WASHNGTN 129.9 131.9

NEW JERSEY

ATLANT CY 13Ø.Ø 13Ø.85
BRIGANTINE 13Ø.85
FT DIX 13Ø.4 13Ø.65
JEFFERSON 129.Ø
MORRISTOWN 131.95
NEWARK 128.85 129.Ø5 129.2 129.3 129.5 129.55 13Ø.Ø 13Ø.Ø5 13Ø.55 13Ø.65 13Ø.7 13Ø.8 131.25 131.45 131.65 131.75 131.85
TETERBORO 13Ø.15 13Ø.65 13Ø.95 131.2 132.Ø
TRENTON 131.65
W TRENTON 13Ø.3
WILDWOOD 13Ø.Ø
WRIGHTSTWN 129.4

NEW MEXICO

ALAMOGORDO 129.3
ALBUQUERQ 131.6
CARLSBAD 129.8
CLOVIS 129.8
FARMINGTON 131.6
GALLUP 129.3
ROSWELL 129.7
SANTA FE 129.8
SILVER CY 129.3

NEW YORK

ALBANY 13Ø.Ø 131.6
ALTONA 129.9 131.8
AMITYVILLE 131.15
BINGHAMTON 13Ø.Ø 13Ø.Ø5 13Ø.1 131.5 131.8
BOHEMIA 129.Ø 129.1 129.25 129.4 129.85 129.9 13Ø.4 13Ø.45 13Ø.85 131.Ø5 131.6 131.8
BUFFALO 129.Ø 129.2 129.3 13Ø.Ø 13Ø.Ø5 13Ø.1 13Ø.5 13Ø.7 13Ø.85 131.5 131.6 131.8
COLDEN 129.Ø 131.5 131.6 131.8
ELMIRA 13Ø.Ø 13Ø.Ø5 13Ø.1 131.95
GLENS FALLS 13Ø.Ø 13Ø.Ø5 13Ø.1 13Ø.4
IRONDEQUOIT 131.8
ISLIP 13Ø.Ø5 13Ø.1
ITHACA 13Ø.Ø 13Ø.Ø5 13Ø.1
JAMESTOWN 13Ø.Ø5 13Ø.1 13Ø.5
LANCASTER 129.Ø 131.5 131.6 131.8
MONTICELLO 13Ø.Ø
NEW YORK 128.85 128.9 128.95 129.Ø 129.Ø5 129.1 129.15 129.2 129.25 129.3 129.35 129.4 129.45 129.5 129.6 129.65 129.7 129.75 129.8 129.85 129.9 129.95 13Ø.Ø 13Ø.Ø5 13Ø.1 13Ø.15 13Ø.25 13Ø.3 13Ø.35 13Ø.4 13Ø.45 13Ø.55

	130.6 130.75 130.8 130.85 130.9 130.95 131.0 131.05 131.15 131.25 131.3 131.35 131.4 131.5 131.55 131.6 131.8 131.85 131.9
NIAGRA FLS	129.3 131.4 131.8
OLEAN	130.0
PLATTSBRG	130.0 130.05 130.1 130.5
POUGHKEEPS	130.95
ROCHESTER	129.2 129.3 130.0 130.05 130.1 130.5 131.6 131.8
SARANAC LK	130.0 130.05 130.1 130.5
SOUTHAMPTN	130.85
SYRACUSE	130.0 130.05 131.6
UTICA	130.0 130.05 130.1
WATERTOWN	130.0 130.1 130.5
WHITE PLNS	130.0 130.1 131.1 132.0

N O R T H C A R O L I N A

ASHEVILLE	129.75 130.95
CARY	130.9
CHARLOTTE	128.85 129.5 129.75 130.45 130.95 131.75 131.95
ELIZABETH CY	129.8
FAYETTEVL	129.75 130.6
GOLDSBORO	129.45 129.75
GREENSBORO	129.75 130.7 130.95
HENDERSONVL	130.95
HICKORY	129.75
HOBBS	129.8
JACKSONVL	129.75
KINGSTON	129.45
MORRISVL	130.95
NEW BERN	129.75
PINEHURST	128.9
RALEIGH	129.75 130.7 130.95
ROCKY MT	129.75
SOUTHERN PINES	129.75
WILMINGTON	129.65 129.75 131.9
WINSTON-SALEM	129.75 129.8

N O R T H D A K O T A

BISMARCK	129.3 131.7
DEVILS LK	131.25
FARGO	131.25 131.7
GRND FRKS	131.25 131.7
JAMESTOWN	131.7
WILLISTON	129.3

O H I O

AKRON	129.1 130.05 130.1 130.4 130.5 130.7
CHILLICOTHE	131.2
CINCINNATI	131.2 131.4
CLEVELAND	128.9 129.25 129.3 129.35 129.7 129.8 130.0 130.05 130.1 130.6 130.7 131.1 131.2 131.25 131.7 131.95
COLUMBUS	128.9 129.15 129.2 129.6 129.9 130.05 130.1 130.5 130.7 131.2 131.25 132.0
DAYTON	129.15 129.2 130.05 130.1 131.2 131.25 131.25
GAHANNA	129.15
GALION	130.5
GREENTOWN	129.1 130.4
HOLLAND	130.4 131.55
LIMA	130.5
OLMSTEAD FLS	129.25
PORTSMOUTH	130.5
SUFFIELD	132.0
TOLEDO	130.05 130.5 130,7
VIENNA	131.5
WILLOUGHBY	128.85
VANDALIA	129.15 131.4
WILMINGTN	131.3
YOUNGSTOWN	130.05 130.1 130.4 130.5 131.4 131.5 131.95

O K L A H O M A

BARTLESVLL	130.0 131.15
DUNCAN	130.0 131.9
ENID	130.0
LAWTON	130.0
MCALESTER	130.0
MUSKOGEE	130.0
OKLA CITY	129.65 130.3 130.55 130.9 131.65
PONCA CITY	130.0
STILLWATER	130.0
TULSA	129.2 129.85 130.0 130.3 130.55 130.9 131.65

O R E G O N

ASTORIA	129.6
BAKER	129.6
CORVALLIS	129.6
EUGENE	129.6 130.7 131\1'131.8
KLAMATH FLS	130.7
LAKEVIEW	131.8
MEDFORD	130.7 131.8
MT SCOTT	129.6
N BEND	129.6
ONTARIO	129.6
PENDLETON	130.4
PORTLAND	129.0 129.3 129.5 130.1 130.3 130.4 130.55 130.7 130.95 131.0 131.1 131.8 131.9 132.0
REDMOND	129.6
ROSEBURG	129.6
SALEM	131.8

P E N N S Y L V A N I A

ALLENTOWN	128.9 130.0 130.05 130.1 130.7 131.95 132.0
ALTOONA	130.05 130.1
BRADFORD	130.05 130.1
CAMP HILL	132.0
COATESVLL	132.0
ERIE	130.05 130.1
FT WASHNGTN	131.95
FRANKLIN	130.05 130.1
GRATZ	131.15
HARRISBURG	128.9 131.5
HAZLETON	130.05
JENNERSTOWN	129.1 130.15 131.5
JOHNSTOWN	129.1 130.05 130.1 131.5
LANCASTER	130.05 130.1
MIDDLETOWN	130.05 130.1 130.5
PHILADELPHA	129.0 129.05 129.2 129.3 129.5 129.6 129.7 130.0 130.05 130.1 130.15 131.1 131.15 131.4 131.65 131.7 131.85 131.9 132.0
PHILLIPSBG	130.05 130.1 131.45
PITTSBURGH	128.9 129.0 129.2 129.3 130.0 130.05 130.1 130.3 130.7 131.7 131.95
READING	129.55 130.05 130.1
WILKS-BARRE	129.0 130.05 130.1 130.5 130.7
WILLIAMSPRT	129.25 129.35 129.85 130.05 130.1 130.25 131.6

R H O D E I S L A N D

PROVIDENCE	130.0 130.05 130.1 130.7 131.25 131.6 131.8

S O U T H C A R O L I N A

ANDERSON	131.75
BEAUFORT	132.0
CHARLESTON	129.65 129.75 130.6 130.65 130.7
COLUMBIA	129.45 129.65 129.75 130.7 131.15 131.8
FLORENCE	129.75 132.0
GEORGETOWN	129.45 131.15
GREENVILLE	129.65
GREENWOOD	131.75
GREER	129.75 131.75
HILTON HD IS	132.0
MYRTLE BCH	129.75

S O U T H D A K O T A

ABERDEEN	131.25
BROOKINGS	131.25
HURON	131.25
MITCHELL	131.25
PIERRE	130.1 131.25 131.7
RAPID CITY	129.3 131.25 131.8
SIOUX FLS	129.9 130.1 131.25 131.8
WATERTOWN	131.25
YANKTON	131.25

T E N N E S S E E

BRISTOL	130.2 131.75
CHATTANOOG	129.6 130.2 130.7 131.0
CLARKSVLLE	129.85
CROSSVILLE	131.75
JACKSON	131.75
JOHNSON CY	129.75 130.2
KNOXVILLE	129.6 129.75 130.2 131.6 131.75
MEMPHIS	129.2 129.5 129.6 129.75 130.0 130.05 130.1 130.5 130.55 130.7 130.8 131.6 131.75 131.85
NASHVILLE	128.85 129.2 129.6 129.75 129.85 130.55 130.7 131.0 131.2 131.6 131.75
SHELBYVILLE	131.75
SMYRNA	132.0

T E X A S

ABILENE	128.9 129.8 132.0
AMARILLO	128.9 129.65 129.8 130.0 130.45 130.55 130.9 131.3
AUSTIN	129.4 129.8 130.55 130.9
BEAUMONT	129.8 131.85 131.95
BIG SPRING	129.8
BORGER	130.0
BROWNSVLLE	129.4 130.55
BROWNWOOD	129.8
CLEAR LK CY	131.95
COLLEGE STA	129.8 131.9
CORP CHRSTI	129.4 129.8 130.1 130.3 130.55 130.7 132.0
DAL-FT WRTH	128.9 129.0 129.2 129.25 129.4 129.5 129.65 129.8 129.85 130.0 130.1 12[illegible].15 130.3 130.55 130.7 130.9 131.1 131.15 131.2 131.3 131.4 131.55 131.6 131.65 132.0
DEL RIO	129.4
EL PASO	128.9 129.2 129.3 129.55 130.9 131.3
GALVESTON	128.95 129.1 130.5 131.05 131.95 132.0
GRND PRARIE	128.9 129.4 130.45 131.3 131.65
HARLINGIN	129.8
HOUSTON	128.85 129.25 129.4 129.5 129.7 129.75 129.8 129.9 130.1 130.55 130.7 130.9 131.1 131.55 131.25 131.7 131.85 132.0
KILLEEN	132.0
LAREDO	129.8
LK JACKSON	131.95
LONGVIEW	129.8
LUBBOCK	129.8 130.45 130.55 130.9
LUFKIN	129.8
MATAGORDA	129.85 129.1 130.5 132.0
MC ALLEN	129.8
MIDLAND	128.9 129.55 129.8 130.1 130.45 130.9 131.3
MUSTANG I	128.95 129.1 130.5 132.0
PARIS	130.0
SAN ANGELO	129.8
SAN ANTONIO	129.25 129.4 129.55 129.8 130.55 130.65 130.7 130.9
TEMPLE	129.8
TEXARKANA	131.6
TYLER	129.8 130.1 132.0
VICTORIA	129.8 131.95
WACO	129.8
WICHITA FLS	129.8 130.9

U T A H

BRYCE CANYN	129.55 130.2
BURMESTER	130.6
CEDAR CY	131.1
GREEN RIV	130.2 130.6 130.95 130.6
MOAB	129.3
SALK LK CY	129.3 129.5 129.8 130.2 130.3 130.4 130.6 131.1
VERNAL	129.3 130.3

V E R M O N T

BURLINGTON	130.05 130.5 130.95 131.15 131.65 131.9
MONTPELIER	131.15

V I R G I N I A

ARLINGTON	128.85 129.0 129.2 129.3 129.8 130.0 130.05 130.1 130.2 130.35 130.55 130.6 130.75 130.95 131.2 131.25 131.35 131.65 131.7 131.85 131.9
CHANTILLY	129.2 129.3 129.55 129.7 129.8 130.45 130.55 131.7 131.75 131.95
CHARLOTTESV	129.8 131.95
DANVILLE	129.75
HOT SPRGS	129.8
LYNCHBURG	129.5 129.8 132.0
NEWPT NWS	129.8 130.05 130.1 130.95 131.25
NORFOLK	129.3 129.8 130.0 130.6 130.95 131.3 132.0
POPLAR HTS	130.9 131.05
PULASKI	129.8
RICHMOND	129.4 129.8 130.7 130.95
ROANOKE	129.0 129.45 129.8 130.2
STAUNTON	129.8

W A S H I N G T O N

BELLINGHAM	129.4 129.5 129.7 131.9
EPHRATA	129.6
HOQUIM	129.6
MOSES LK	131.95
OLYMPIA	129.6
PASCO	129.6 131.55
PULLMAN	129.6
SEATTLE	129.0 129.3 129.4 129.5 129.6 129.7 129.95 130.3 130.4 130.45 130.55 131.0 131.2 131.7 131.8 131.85 131.9 132.0
SPOKANE	129.6 130.4 131.55 131.9
TACOMA	129.6 130.45 130.65
TUKWILA	129.4 129.5 129.7 131.9
WALLA WALLA	129.6
WENATCHEE	129.6
YAKIMA	129.6 130.7 131.1 131.55

W E S T V I R G I N I A

BECKLEY	129.8
BLUEFIELD	129.8
CHARLESTON	129.2 129.8 130.0 130.05 130.1 130.2 130.5 130.55 130.9
ELKINS	130.2 130.5 131.35
HUNTINGTON	129.2 129.8 130.05 130.1 131.35
LEWISBURG	129.8
MORGANTOWN	130.05
PARKERSBRG	129.8 130.05 130.1
WHEELING	130.1 130.5

W I S C O N S I N

APPLETON	132.0
GREEN BAY	129.9
CUDAHY	131.8
JANESVLLE	130.9
LA CROSSE	129.8 131.95
MADISON	129.85 130.9 131.9
MANITOWOC	129.8 132.0
MARSHFLD	131.5
MILWAUKEE	129.3 129.55 129.85 130.7 130.9 131.45 131.8 131.9
MOSINEE	129.8 132.0
OSHKOSH	129.8
RHINELANDER	129.8
SHEBOYGAN	132.0
STEVENS PT	131.5
WAUKESHA	129.65
WISC RAPDS	131.5

W Y O M I N G

CASPER	129.3 130.1 130.4
CODY	129.3
CHEYENNE	129.3 130.1 130.4
EVANSTON	131.7
JACKSON	129.3
LARAMIE	129.3
RIVERTON	129.3
ROCK SPGS	129.3 130.4 130.6
SHERIDAN	130.1
WORLAND	129.3

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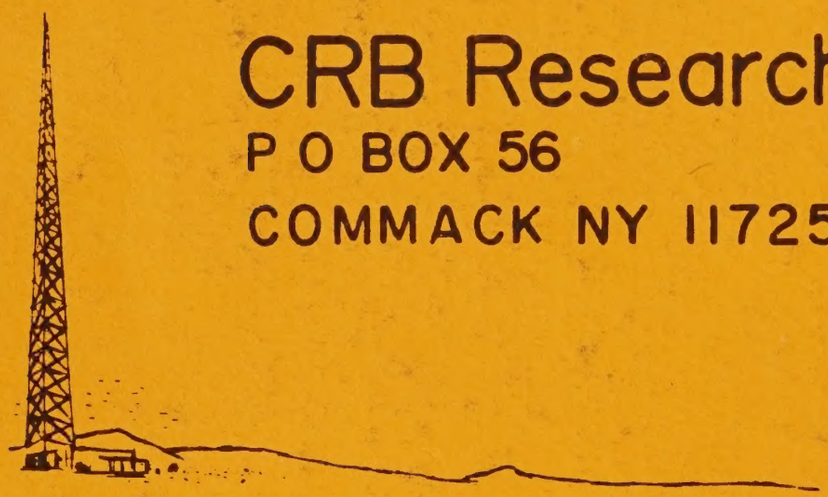

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